

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY East Germany

REPORT

SUBJECT Neuhardenberg/Marxwalde Airfield

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27 JUL 1957

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REFERENCES

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report on the Neuhardenberg/Marxwalde airfield which gives information on the following: (1) Runway Development, (2) Main Roadways, (3) Fuel Installation on the Southern Perimeter of the Airfield and (4) Concreting in the Southeast Corner of the Airfield. Two sketches, referred to as Appendixes A and B in the report, are also included: Sketch No. 1 shows the layout of the relative features of the airfield and Sketch No. 2 shows the relative position and layout of the fuel depot under construction on the southern perimeter of the airfield.

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EAST GERMANYAIR/MILITARY

NEUHARDENBERG/MARXWALDE airfield construction
as at 9 June 57.

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All map references are taken from GERMANY 1/25000 [redacted]
 [redacted]

Appendices

Attached at Appendix "A" is an overlay from local 1/25000 map, showing the layout of the relative features of the airfield.

Attached at Appendix "B" is a rough sketch plan, showing the relative position and layout of a possible fuel depot under construction on the southern perimeter of the airfield. 25X1

1. GENERAL

- (a) The development of the new, approximately E/W, runway site has continued, and large quantities of ballast are being accumulated on the northern perimeter. The excavation has mainly taken place in an easterly direction.
- (b) Only BAU UNION SUD civilian personnel are working on this project, and there are no S.A.F. or E.G.A.F. personnel assisting in the construction.
- (c) A new rail spur is reported to be under construction to the airfield, leading off the main line near WERBIG.

2. RUNWAY DEVELOPMENT

- (a) [redacted] 25X1
 [redacted] Between these two extremities a strip, approximately 80 metres in width, is being completely levelled off, and within it a further strip, approximately 65 metres in width (paced out) is being uniformly excavated and packed down. This excavation has a depth varying between 30 and 40 cms.
 The centre of the new, excavated strip passes approximately 50 metres to the north of the road fork [redacted] and now extends eastwards beyond the main road between QUAPPENDORF and NEUHARDENBERG. To date this easterly extension ends approximately 150 metres behind the roadway, and there are indications (by pegging out) that it is intended to proceed even further eastwards. The concrete/barbed-wire fence lies approximately 400 metres east of the roadway, and pegging out has ceased approximately 25X1

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150 metres west of the fence.

The excavating of the western portion of the strip is continuing, and at present extends to a point [redacted] (about midway between the extreme western end and a point where the shorter, south-easterly strip joins the main runway.)

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(b) The previously reported shorter, south-easterly strip which commences [redacted] has not been developed any further since early May.

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(c) A second battery of three heavy concrete mixing machines has been set up [redacted] Like the other identical battery [redacted] there is a series of light-gauge railway lines fanning out in the direction of the runway.

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To date no concrete has as yet been laid on the new runway site.

3. MAIN ROADWAYS

(a) Although the main roadway between the villages of QUAPPENDORF and NEUHARDENBERG is crossed at two points [redacted] by the new outer perimeter fence, as yet it is still open to civilian traffic. There are no controls at either point, and no guard-rooms or other buildings exist, giving the impression that it is intended to control entry at a later date. The track leading off northwards from the road fork [redacted] has already been cut by the new extension of the runway.

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(b) The other main road leading westwards from NEUHARDENBERG in the direction of ALTFRIEDLAND is completely free to all civilian traffic.

4. POSSIBLE FUEL INSTALLATION UNDER CONSTRUCTION ON SOUTHERN PERIMETER OF THE AIRFIELD.

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(a) In Jagen [redacted] a new site is being developed. A roadway is being laid down which at present extends to a length of approximately 250 - 300 metres in a southerly direction (see sketch at Appendix "B"), the concrete being of a single strip, 3.5 metres in width (paced out). The bed of the roadway has been prepared to a width of approximately 7 metres, but only the under-foundation of the second strip exists. The concrete has a thickness of approximately 20 cms, and its layout and direction at the southern end was not seen.

(b) On the western side of this new roadway, approximately 200 metres south of the main road 167, there are two circular tanks, each having a diameter of approximately 10 - 12 metres. The tanks have been set up side by side and are spaced approximately 6 metres apart. Each of the tanks is encased in a concrete jacket and extends approximately one metre above the surface, level with the top of the tank itself. At present both tanks are without roofing. It is impossible to ascertain the depth of the tanks, although the soil at the base of the concrete jacket has been cleared away, to give an approximate height of two metres (i.e. one metre above and one metre below normal surface). It could not be positively ascertained, however, whether this was the true base level or only the excavated soil level, with further concrete beneath. In a corresponding position, approximately 10 metres south of the two tanks, further excavation is taking place, but no true picture of the design or function was possible.

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- (c) Approximately 50 metres to the north of the two completed tanks, a small brick building is under construction (see details at Appendix "B"). Between the building and the tanks there was a small pile of pipes, approximately $1\frac{1}{2}$ metres in length and approximately 10 - 12 cms. in diameter.
- (d) The site is in the process of being enclosed by concrete posts extending approximately $2\frac{1}{2}$ metres above ground.
- (e) There is no contractor's sign showing on the site, nor are there any signs of stocks of sheet metal lying near the tanks. Some metal reinforcing rods were observed in the vicinity, as well as some wooden moulding around one of the concrete jackets.

5. CONCRETING IN THE S.E. CORNER OF THE AIRFIELD

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[] NW of the old concrete surface, measuring approximately 100 metres by 100 metres, there is a series of newish-looking concrete slabs of varying sizes, from approximately 2 metres by 2 metres to approximately 10 metres by 5 metres. It was impossible to ascertain the layout of this area or observe further details of the quantity and size of the respective bases.

A concrete mixer was parked in the vicinity of the site, but there were no supplies of building material or other constructional equipment

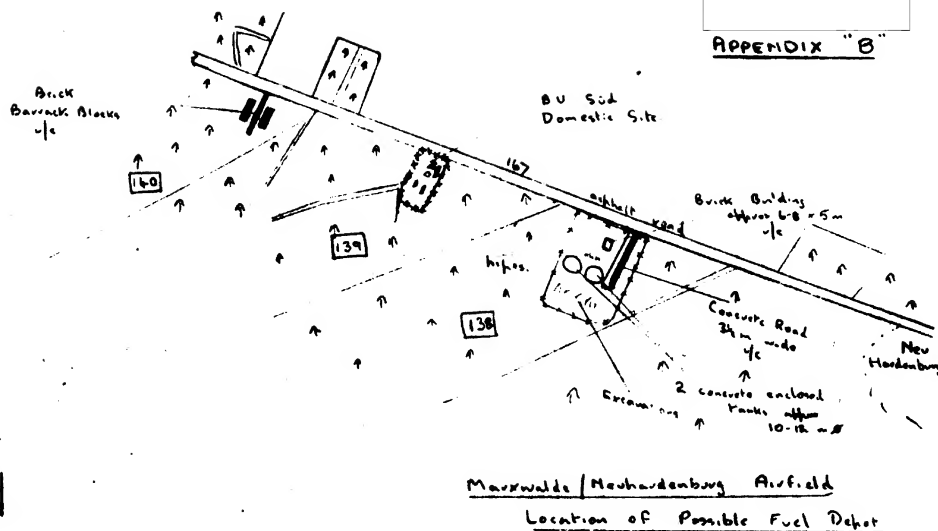
This site lies in a direct line with the short "marked out" south-easterly strip leading off the main runway.

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GERMANY BRANDENBURG NEUHARDENBERG (NK) 52 30 N 14 12 E
SKETCH MAP OF NEW NEUHARDENBERG/MARXWALDE AIRPORT.

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APPENDIX "B"



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GERMANY BRANDENBURG NEUHARDENBERG (NR) 52 36 N 14 15 E
SKETCH MAP OF NEW NEUHARDENBERG/MARXWALDE AIRPORT.

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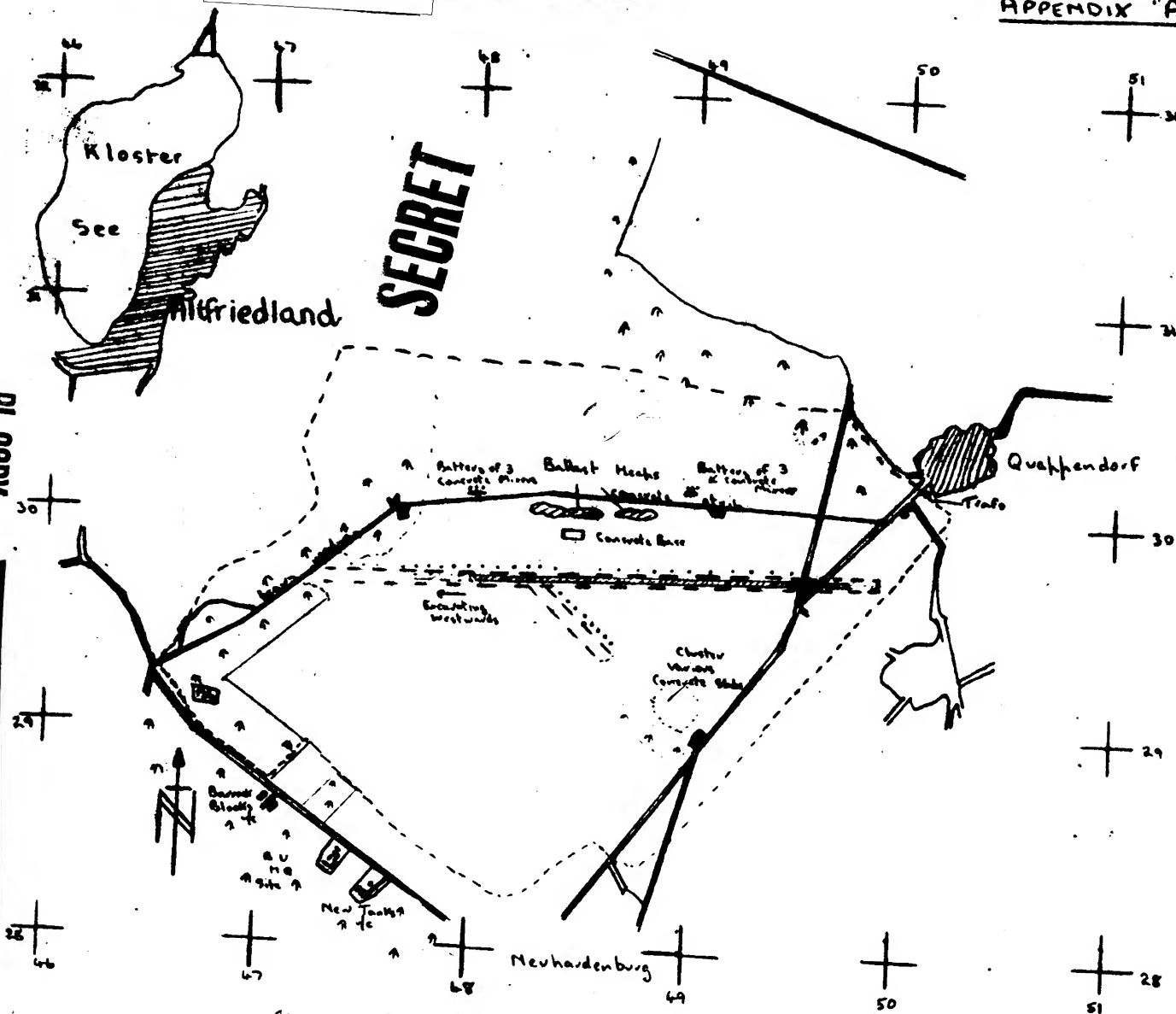
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APPENDIX 'A'

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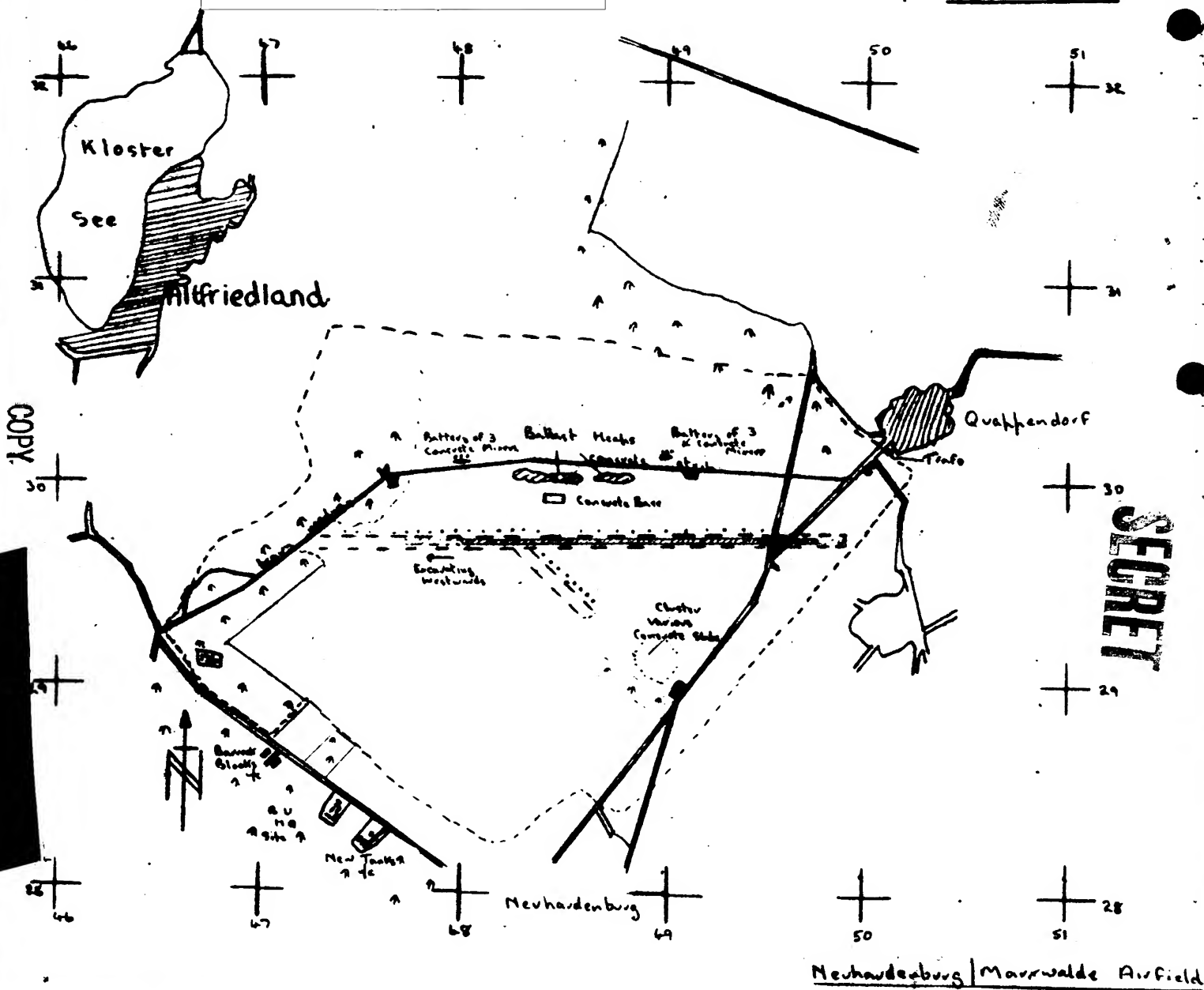
Neuhausen/Marxwalde Airfield
As at 9-6-57

Overlay Geo

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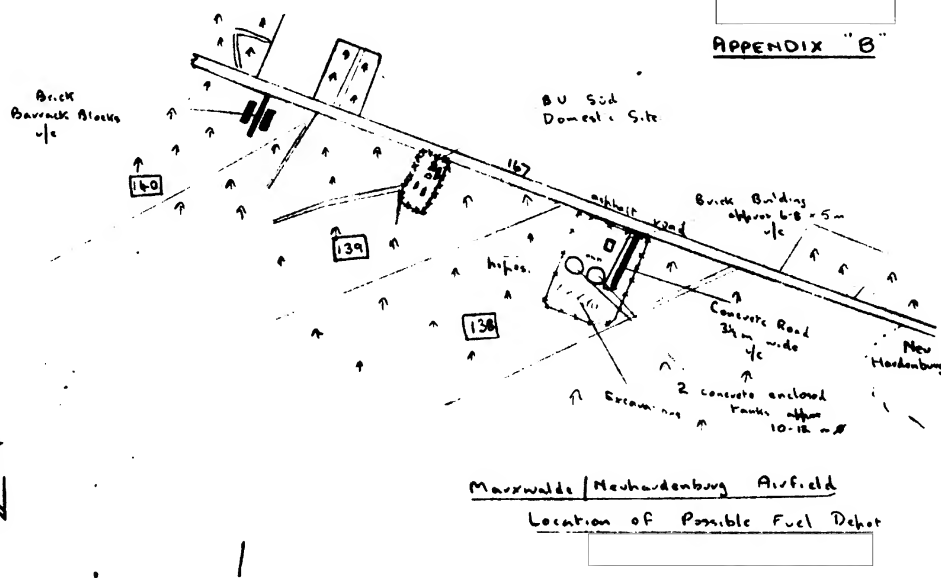
APPENDIX "A"

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APPENDIX "B"

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